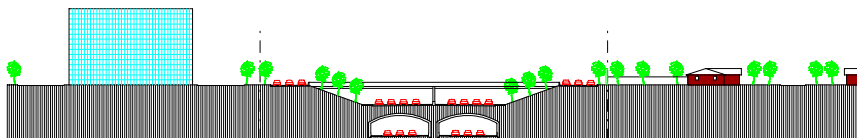




### WELCH ROAD

The bridge over Welch Road offers one of the finest views of the North Dallas commercial district. After a great deal of detailed study, it was decided that the use of mined tunnels for the HOT lanes would be the most advantageous solution. These tunnels would be under the main lanes, thus eliminating the need for additional right-of-way and preserving the maximum amount of green space at the existing ground plane. Continuous frontage roads will be provided on each side of the highway. Special consideration needs to be given to the residential areas on the south side of the highway to ensure that their personal privacy can be maintained. The entrances and exits of these mined tunnels will also need special consideration in their design, as they will be a significant element in the visual aspect of the highway aesthetic.

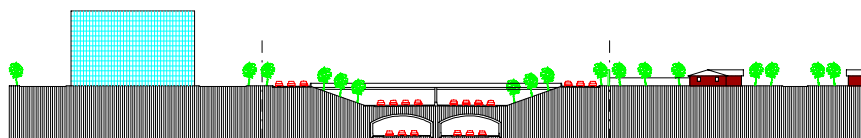


**Proposed Eastward Section at Welch Road**



### DALLAS NORTH TOLLWAY

The intersection of the Dallas North Tollway and the LBJ Corridor constitutes a major traffic node. Stretching from downtown to the suburbs of Plano, passing through the up-scale neighborhoods of Highland Park, University Park, North Dallas, and Addison, the Dallas North Tollway connects the burgeoning areas on both ends quickly and efficiently, without adverse affect on its high-scale neighbors. In the plan for the LBJ Corridor, the overpasses of the Dallas North Tollway will remain as they are, and the new LBJ will pass through the intersection on its existing path. At this intersection the HOT lanes will go through mined tunnels under the main lanes. This solution preserves the maximum amount of space for landscaping, which continues to be a high priority for this project.

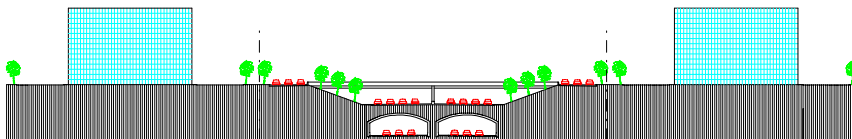


**Proposed Eastward Section at Dallas North Tollway**



### MONTFORT DRIVE

The south edge of Valley View Mall borders the north edge of the LBJ Corridor frontage road. Relocating utilities underground, and a cooperative effort addressing the common edge, would result in a greatly improved urban aesthetic between Montfort Drive and Preston Road. Because the main lanes are at a level below the frontage road here, and there is commercial property on both sides of the highway, visual connections are highly desired. Thusly, the solution of having HOT lanes in mined tunnels will preserve the visibility of retail centers from the frontage roads in each direction, and lessen the delays and inconvenience associated with reconstructing the highway. The connections on the bridges at both Montfort Drive and Preston Road could be enhanced with amenities suitable to an urban environment.

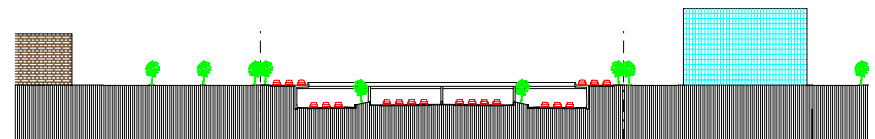


**Proposed Eastward Section at Montfort Drive**



### PRESTON ROAD

Preston Road serves as a main thoroughfare from Highland Park to Plano, and ending at US 380 in northern Collin County. For motorists driving west on LBJ from Central Expressway, Preston Road may possibly be the first available exit. Simplifying the visual distractions at Preston Road by relocating utilities underground and organizing lighting and signage would be a considerable aesthetic improvement. It would also be appropriate to the historical significance of Preston Road to create a bridge that would serve as a landmark. Between Montfort Drive and Preston Road, the HOT lanes would emerge from the mined tunnels and housed in separate lanes parallel to the main lanes and at grade below the frontage road. These cut-and-cover sections will help maintain minimum distances for bridges that span the highway.



**Proposed Eastward Section at Preston Road**